

3.0 STRATEGY, PLANS, LEGISLATION AND PROCEDURES

Council's operation and delivery of all activities is constrained and shaped by legislation, statutory plans, processes, and other documents. This section describes the combination of directives in place and their impact on transportation in the District.

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3.1 Role of Strategies and Plans

Central Government provide a high level of direction and regulation into the Transportation sector through Strategies, Plans, Policy Statements and Legislation.

Regionally there is a suite of Plans and Strategies, many of which link with the Greater Christchurch Partnership (previously called the Urban Development Strategy (UDS)).

Council has developed a broad range of documents including strategies to define the broad scope and direction of its activities. Once adopted by Council, no process or action should be inconsistent with it.

3.2 Government and Industry Direction

In providing transport services to the community, Council needs to be cognisant of Central Government and Industry direction for infrastructure assets and public service provision. This is done through attending conferences and seminars, studying reports released by Central Government agencies and membership of industry organisations.

3.3 National Strategies and Plans

National policy statements are issued by the government to provide direction to regional and local government about matters of national significance which contribute to meeting the purposes of the Resource Management Act 1991.

3.3.1 National Infrastructure Plan

The National Infrastructure Plan 2015 (NIP 2015) is the third National Infrastructure Plan to be released by the Government.

The NIP 2015 confirms the Government's long term vision for infrastructure and is designed to reduce uncertainty for businesses by outlining the Government's intentions for infrastructure development over a 20 year timeframe. It provides a framework for infrastructure development rather than a detailed list of projects and it includes a series of actions.

The NIP provides a Vision for New Zealand's Infrastructure that:

"By 2045 New Zealand's infrastructure is resilient and coordinated and contributes to a strong economy and high living standards."

The NIP 2015 is the first Infrastructure Plan that details a comprehensive suite of actions that will be undertaken to deliver on the new approach. The actions are focussed on what central government, local government and infrastructure peak bodies will do, reflecting the collaborative effort required to change how infrastructure is planned, developed and managed in New Zealand. Significant policy work and consultation will be required to develop the detail. The following list of actions are taken from the NIP 2015.

The Action Plan for **Asset Management** means:

- Local government will have a long-term view of their investment requirements to make more informed decisions. The Local Government Amendment Act 2014 is a step towards this, requiring an infrastructure strategy for at least a 30-year period;
- Infrastructure providers will develop a more sophisticated approach to understanding the condition of those assets, the timing of renewals, and how they are performing in comparison to similar networks. This will be progressed through the establishment of shared metadata standards across roading, the three waters, and government built assets
- Infrastructure providers will be able to understand how their networks interact with other infrastructure networks as well as the implications for land use planning and the end user of infrastructure services.
- Individual sectors will progress specific programmes to improve their asset management maturity including:
- the establishment of a programme to enhance the capability, productivity and leadership in asset management throughout the public sector in New Zealand by IPWEA New Zealand and the NIU

The Action Plan for **Land Transport** means:

Our roads will become more efficient and remain affordable as non-asset solutions such as demand management become more commonplace. This will be achieved through:

- An assessment of the potential of demand management tools, including road pricing, to improve the estimation of demand for infrastructure and optimise the use of infrastructure (MoT).

- The Transport Analytics Governance Group's work to develop shared metadata standards across roads to support decision-making and collaboration between authorities (consortium of NZTA and local councils).
- The recently established One Network Road Classification (ONRC) which will allow road controlling authorities to make more strategic decisions on how roads are used (NZTA/LGNZ)

Our roads will become less congested and our air cleaner as Intelligent Transport Systems (ITS) are deployed; the government will assist this through the Intelligent Transport Systems Action Plan which includes identifying and tackling regulatory barriers (MoT).

Greater regional integration and collaboration will allow us to connect our regions to the global marketplace and to our cities. This will be achieved through the Government's Accelerated Regional Roads Package (NZTA).

Our transport network will support international connectedness and a strong export economy through:

- The maintenance of the National Freight Demand Study to provide up-to-date forecasts to guide freight infrastructure investment and land-use planning decisions across the public and private sectors (MoT).

The National Infrastructure Plan now is the responsibility of the Infrastructure Commission: Te Waihanga. draft 30-year infrastructure strategy to be released for consultation in mid-2021. Following consultation, the strategy will be presented to Minister for Infrastructure by September 2021.

3.3.2 Road to Zero

The New Zealand Transport Agency sets safety standards for roads and promotes, assists and audits road controlling authorities' safety management systems.

The Agency aim is to ensure New Zealand's roads are designed, constructed and managed safely and at a reasonable cost. To achieve this, the Agency works in partnership with road controlling authorities (such as Matamata-Piako District Council), equipment suppliers and educational and enforcement organisations (such as ACC and NZ Police).

Road to Zero is discussed in more detail in **Section 5 – Road Safety**.

3.3.3 National Policy Statement for Urban Development Capacity

The National Policy Statement on Urban Development 2020 is an update to the 2016 version. It brings several changes to the planning regime promoting affordable housing and streamlined processes.

The NPS-UD 2020 requires councils to plan well for growth and ensure a well-functioning urban environment for all people, communities and future generations

This includes:

- ensuring urban development occurs in a way that takes into account the principles of the Treaty of Waitangi (te Tiriti o Waitangi)
- ensuring that plans make room for growth both 'up' and 'out', and that rules are not unnecessarily constraining growth
- developing, monitoring and maintaining an evidence base about demand, supply and prices for housing and land to inform planning decisions
- aligning and coordinating planning across urban areas.

The NPS-UD 2020 contains objectives and policies that councils must give effect to in their resource management decisions.

Not all NPS-UD 2020 objectives and policies apply to all councils

The objectives and high-level policies of the NPS-UD 2020 apply to all councils that have all or part of an urban environment within their district or region. However, some policies apply only to tier 1 or tier 2 councils.

Tier 1 urban environment	Tier 1 local authorities
Auckland	Auckland Council
Hamilton	Waikato Regional Council, Hamilton City Council, Waikato District Council, Waipā District Council
Tauranga	Bay of Plenty Regional Council, Tauranga City Council, Western Bay of Plenty District Council
Wellington	Wellington Regional Council, Wellington City Council, Porirua City Council, Hutt City Council, Upper Hutt City Council, Kāpiti Coast District Council
Christchurch	Canterbury Regional Council, Christchurch City Council, Selwyn District Council, Waimakariri District Council
Tier 2 urban environment	Tier 2 local authorities
Whangārei	Northland Regional Council, Whangarei District Council
Rotorua	Bay of Plenty Regional Council, Rotorua District Council
New Plymouth	Taranaki Regional Council, New Plymouth District Council

Napier Hastings	Hawke's Bay Regional Council, Napier City Council, Hastings District Council
Palmerston North	Manawatū-Whanganui Regional Council, Palmerston North City Council
Nelson Tasman	Nelson City Council, Tasman District Council
Queenstown	Otago Regional Council, Queenstown Lakes District Council
Dunedin	Otago Regional Council, Dunedin City Council

Improving how our cities respond to growth to enable improved housing affordability and community wellbeing

What is the National Policy Statement on Urban Development (NPS-UD)?

National direction that sets out objectives and policies for urban development under the Resource Management Act 1991. Councils must give effect to these objectives and policies.

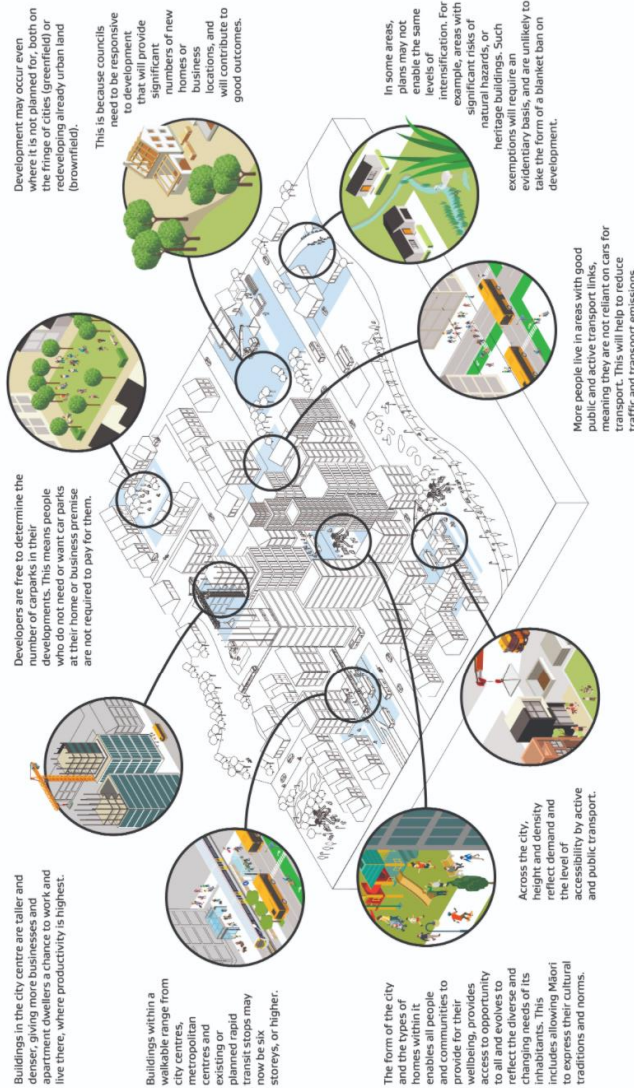
Why do we need an NPS-UD?

Constraints in the planning system have made it harder for people to build and live in the homes they want, where they want. This has led to high land prices, unaffordable housing, and a system that incentivises land banking and speculation. It has also resulted in people having poor access to employment, education and social services. This impacts most on our poor, vulnerable and younger generations.

Where does it apply?

Some policies apply only to "Tier 1" local authorities in Auckland, Christchurch, Wellington, Tauranga and Hamilton. These include the most directive policies, particularly regarding intensification.

Others apply to both Tier 1 and Tier 2 (Napier-Hastings, Nelson, Whangarei, Palmerston North, New Plymouth, Rotorua, Dunedin, Queenstown). The majority of policies, including carparking, apply to all urban environments that have, or are planned to have, more than 10,000 inhabitants.



Major policies in the NPS-UD

Intensification

Council plans will need to enable (but not require) greater height and density, particularly in areas of high demand and access.

Car parking

Councils will no longer be able to require developers to provide car parking through their district and city plans. However, developers can still provide car parking if they wish. Mobility parking is not affected by this direction.

Responsiveness

Councils must consider private plan changes where they would add significantly to development capacity, good outcomes and are well connected by transport corridors

Wider outcomes

Councils are directed to give greater consideration to ensuring that cities work for all people and communities. Particular focus is given to access, climate change and housing affordability.

Strategic planning

Councils are required to work together produce "Future Development Strategies", which set out the long-term strategic vision for accommodating urban growth.

Evidence and engagement

Councils must use a strong evidence base for their decision making and ensure they engage with Māori, developers and infrastructure providers.

New Zealand Government

3.3.4 New Zealand Transport Strategy

The New Zealand Transport Strategy (NZTS) was first published in 2002, and updated in 2008. It provides the Government's over-arching strategic vision for transport in 2040 as follows:

"People and freight in New Zealand have access to an affordable, integrated, safe, responsive and sustainable transport system."

It is supported by five principle transport objectives:

- Ensuring environmental sustainability.
- Assisting economic development.
- Assisting safety and personal security.
- Improving access and mobility.
- Protecting and promoting public health.

To deliver the vision and targets of the Strategy, key components have been identified for government intervention and facilitation by regulation, enforcement, economic incentives, investment, and education as follows:

- Integrated land use and transport planning.
- Making best use of existing networks and infrastructure.
- Investing in critical infrastructure and the transport sector.
- Increasing the availability and use of public transport, cycling, walking and other shared and active modes.

The NZTS has been largely superseded by subsequent policy decisions by the Ministry of Transport and NZTA, but remains a current document.

3.3.5 Government Policy Statement (GPS)

The Land Transport Management Act (LTMA 2003) requires the Minister of Transport to issue the Government Policy Statement on Land Transport (GPS) every three years. The GPS sets out the government's priorities for expenditure from the National Land Transport Fund over a 10-year period, and how funding should be allocated. Regional land transport plans must be consistent with the GPS, and Waka Kotahi (NZTA) must give effect to it with regards to land transport planning and funding.

The draft GPS 2021 outlines four strategic priorities for land transport:

- Safety,
- Better Transport Options,
- Improving Freight Connections
- and Climate Change.

These themes, objectives and priorities guide the development of levels of service for the roading activity.

Figure 3.1: Transport Outcomes Framework

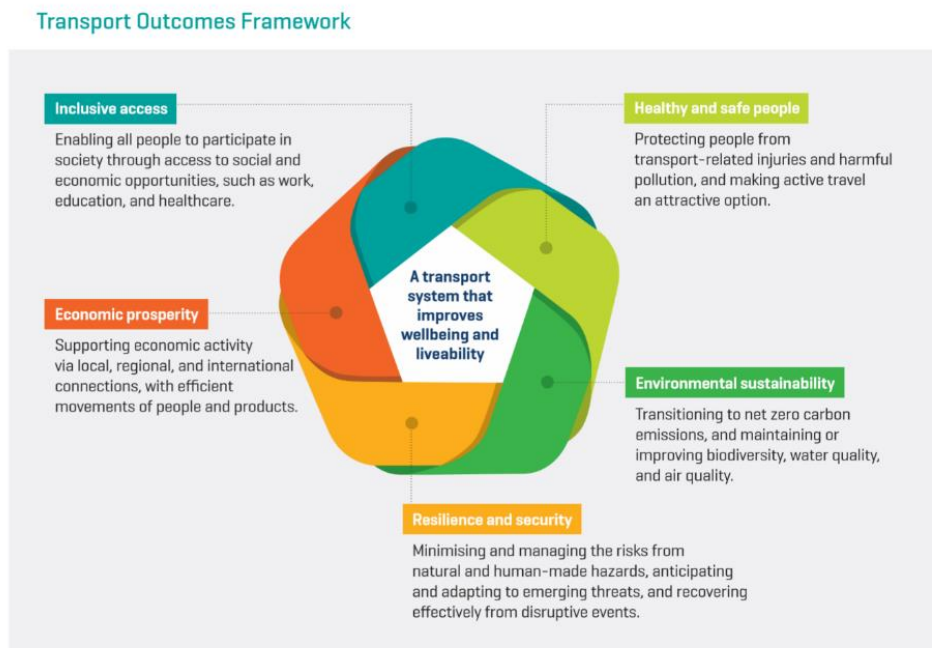
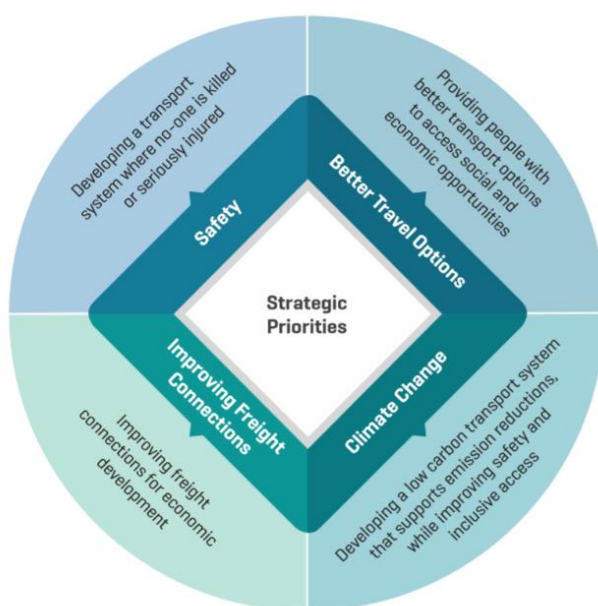


Figure 3.2: Investment Guided by Four Strategic Priorities

Investment will be guided by four strategic priorities

Considering the 10 year context (2021/22-2030/31), the Government has identified four strategic priorities for land transport investment to best contribute to improving our communities' wellbeing and liveability:



3.3.6 Arataki (Waka Kotahi/ NZTA's Long Term Strategic View

Our 10-year view of what is needed to deliver on the government's current priorities and long-term objectives for the land transport system.

Source: [Arataki Version 2 | Waka Kotahi NZ Transport Agency \(nzta.govt.nz\)](#)

REGION STEP CHANGES

KEY 

IMPROVE URBAN FORM

Greater Christchurch Partnership are working towards general intensification of Christchurch over the next 30 years and intensification of existing urban areas. Project 8011, the Central City Residential Programme, aims to increase the population of central Christchurch to 20,000 by 2028.

TRANSFORM URBAN MOBILITY

Growth in greater Christchurch has placed increasing demand on land transport networks. Approximately 22,000 workers commute into Christchurch daily from the Selwyn and Waimakariri districts, largely in private vehicles.⁴⁶

SIGNIFICANTLY REDUCE HARMS

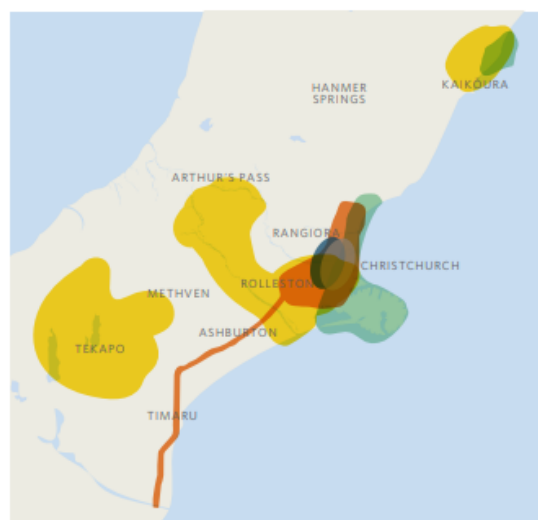
Canterbury has a poor road safety record. Crashes in the region highlight the need to focus on the Christchurch urban area and surrounding townships, SH1 between Christchurch and Timaru and high-risk rural roads. Particular issues exist around speeding on high-risk roads, not wearing seatbelts, crashes at intersections and crashes involving vulnerable users.⁴⁷

TACKLE CLIMATE CHANGE

Some transport networks are at risk from sea level rise, coastal flooding and extreme weather events. Without intervention, growth in and around Christchurch and the wider Canterbury region will result in continued travel by private vehicles resulting in increased carbon emissions.

SUPPORT REGIONAL DEVELOPMENT

The economic impact of COVID-19 will be felt strongly in Canterbury because of its high dependence on international tourism. Areas where this will be felt most strongly will be Kaikōura and Mackenzie District, because they are important visitor destinations and Christchurch, because of role as an international gateway. This will also flow on to Selwyn. There is likely to be increased unemployment, particularly among young people and Māori. These communities need improved access to employment, education and essential services.



 **599,694**
REGIONAL
POPULATION²⁵

11.2%
REGIONAL
POPULATION
GROWTH
2013-18²⁵

12.8%
OF NATIONAL
POPULATION²⁵
2018

 **12.2%**
OF NATIONAL
DEATHS
& SERIOUS
INJURIES (DSI)⁴⁷
364
TOTAL DSI⁴⁷
ANNUAL AVERAGE
FOR PERIOD 2016-19

 **14%**
OF NATIONAL
VEHICLE
EMISSIONS⁴⁸

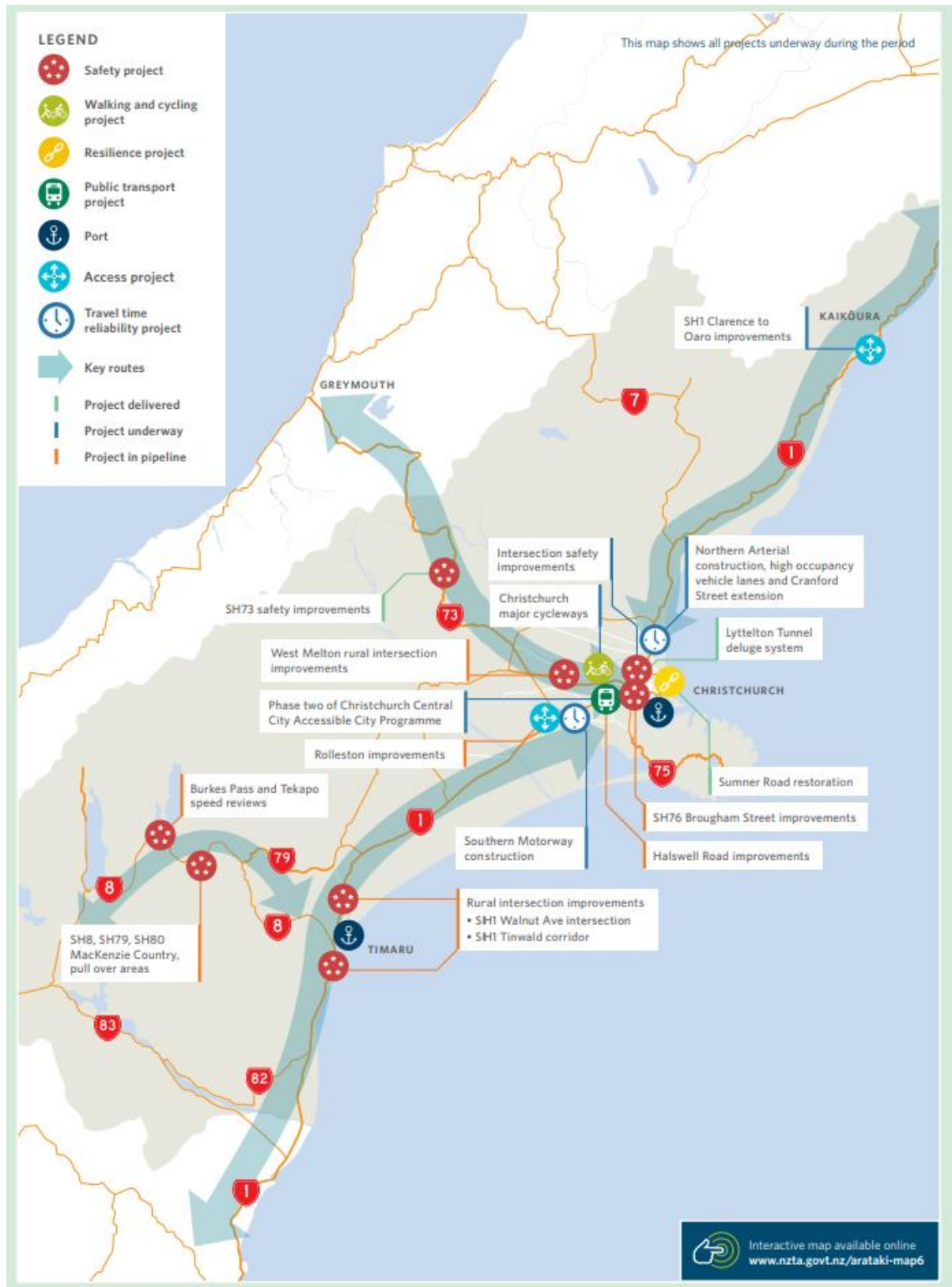
 **12.4%**
OF NATIONAL
GROSS
DOMESTIC
PRODUCT
YEAR END
MARCH 2018²⁶

3.7%
REGIONAL
UNEMPLOYMENT
RATE

4.1%
NATIONAL RATE
YEAR END
JUNE 2019⁴⁹

Pre COVID-19 data

The document illustrates the agency's commitment to existing projects in Selwyn District – particularly safety and growth.



3.3.7 The National Land Transport Programme

The National Land Transport Programme (NLTP) contains all the land transport activities, such as road improvements and maintenance and also public transport services which are expected to receive funding from the NZ Transport Agency.

The NLTP is compiled from the proposed Regional Land Transport Programmes in accordance with available funding.

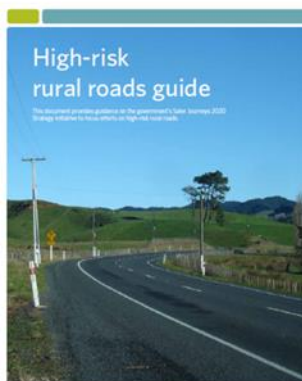
3.3.8 Climate Change

There has been significant government and societal change around climate change mitigation and adaptation. Announcement of a national climate change emergency and the role of the climate change commission are cognisant of this. Legislation is discussed under section 3.5.

3.3.9 NZTA Road Safety Guides

There is a range of guidance prepared by NZTA under the “Safe System” approach. These include:

- High Risk Rural Roads Guide (HRRG)
- High Risk Intersection Guide
- Safer Journeys for Motorcycling on NZ Roads
- Safer Journeys for Rural Schools



3.4 Legislation

3.4.1 Key Legislation – Implications of Asset Management

Legislation is established by Central Government and must be complied with at Local Government level. Significant legislation and regulations affecting the Transportation Activity are provided in Table 3.1.

Different legislation has different levels of impact on the Transportation Activity; this is indicated under Impact Range (**Broad *****, **Moderate ****, **Limited ***).

Table 3.1: Legislation Impact on the Transportation Activity

Legislation & Regulation	Activity Impact
Building Act 2004 (and amendments)	*
Canterbury Earthquake Recovery Act 2011/ Greater Christchurch Regeneration Act 2016	***
Civil Defence Emergency Management Act 2002	***
Climate Change (Emissions Trading and Renewable Preference) Act 2008	*
Climate Change Response Act 2002 (and amendments)	*
Energy Efficiency and Conservation Act 2000	*
Environmental Protection Authority Act 2011	*
Epidemic Preparedness Act 2006 (and amendments)	*
Fire Service Act 1975	*
Health and Safety at Work Act 2015	***
Historic Places Act 1993 (and amendments)	*
Land Transport Management Act 2003	***
Land Transport Act 1989	**
Local Government Act 2002 (and amendments)	***
Local Government Act 1974 (and amendments)	**
Local Government Rating Act 2002 (and amendments)	**
Local Government Rating Act 1979	*
Local Government (Financial Reporting) Regulations 2011. Renamed to Local Government (Financial Reporting and Prudence) Regulations 2014	**
Ngai Tahu Claims Settlement Act 1998	*
Public Works Act 1981 (and amendments)	*
Resource Management Act 1991 (and amendments)	**
Telecommunications Act 1987	*

Legislation & Regulation	Activity Impact
Transit New Zealand Act 1989.	*
Utilities Access Act 2010	***
WorkSafe New Zealand Act 2013	**

Some legislation that has or is expected to have the most effect on the transportation activity is described below:

3.4.2 Building Act 2004

Provides a regulatory framework for building work, establishes a licensing regime and sets performance standards to ensure buildings have attributes that contribute to the health, safety, physical independence and well-being of people. All Council buildings have to meet the requirements of the Building Act.

3.4.3 Fencing Act 1978

This act sets out requirements and responsibilities in relation to mutual boundary fences.

3.4.4 Greater Christchurch Regeneration Act 2016

The expiry of the Canterbury Earthquake Recovery Act 2011 (CER Act) on 18 April 2016 prompted the development of the Greater Christchurch Regeneration Act 2016 which came into force during April 2016.

The primary focus of the CER Act was on recovery – where “Recovery” was defined as including restoration and enhancement.

The Greater Christchurch Regeneration Act establishes a new entity called Regenerate Christchurch. Jointly controlled by Christchurch City Council and the Crown, one of its objectives is to lead regeneration in Christchurch for the next five years. 'Regeneration' is defined broadly as:

- rebuilding
- improving the environmental, economic, social, and cultural well-being, and the resilience, of communities through urban renewal and development, and restoration and enhancement

The new framework transfers more decision-making powers to Local Authorities and provides for greater public input.

3.4.5 Civil Defence Emergency Management (CDEM) Act 2002

Under the CDEM Act 2002 there is an expectation that Council's services will function at the best possible level and extent during and after an emergency, including no change from normal operation. Council has established planning and operational relationships with regional CDEM groups to deliver emergency management within Selwyn District boundaries.

3.4.6 Health and Safety at Work Act (HSWA) 2015

The Health and Safety at Work Act 2015 (HSWA) was enacted on 4 April 2016 and is part of “Working Safer: a blueprint for health and safety at work” and reforms New Zealand's health and safety system.

This reform follows the recommendations of the Independent Taskforce on Workplace Health and Safety. Working Safer is aimed at reducing New Zealand’s workplace injury and death toll by 25 per cent by the year 2020.

The HSWA:

- **reinforces** proportionality – what a business needs to do depends on its level of risk and what it can control.
- **shifts** from hazard spotting to managing critical risks – actions that reduce workplace harm rather than trivial hazards.
- **introduces** the “reasonably practicable” concept – focusing attention on what’s reasonable for a business to do.
- **changes** the focus from the physical workplace to the conduct of work – what the business actually does and so what it can control.
- **supports** more effective worker engagement and participation – promoting flexibility to suit business size and need.

A guiding principle of the HSWA is that workers and other persons should be given the highest level of protection against harm to their health, safety, and welfare from work risks, as is reasonably practicable. The HSWA shifts the focus from monitoring and recording health and safety incidents to proactively identifying and managing risks so everyone is safe and healthy.

The HSWA identifies four duty holders:

persons conducting a business or undertaking (PCBUs) – these may be individuals or organisations	have the primary responsibility for the health and safety of their workers and any other workers they influence or direct. They are also responsible for the health and safety of people at risk from the work of their business
officers	(company directors, partners, board members, chief executives) must do due diligence to make sure the business understands and is meeting its health and safety responsibilities
workers	must take reasonable care for their own health and safety and that their actions don't adversely affect the health and safety of others. They must also follow any reasonable health and safety instruction given to them by the business and cooperate with any reasonable business policy or procedure relating to health and safety in the workplace.
other persons at workplaces	who come into the workplace, such as visitors or customers, also have some health and safety duties to ensure that their actions don't adversely affect the health and safety of others

A range of regulations will be developed as part of this HSWA. The HSWA requires identifying the risks associated with hazards and associated mitigation to reduce those risks.

3.4.7 Land Transport Management Act 2003

The Land Transport Management Act contains particular requirements for content, development of and consultation on the District’s Land Transport Programme prior to its adoption by Council.

The original Act was amended in 2008 by the Land Transport Management Amendment Act, which introduced the requirement for a Regional Transport Committee (RTC) to develop a three year Regional Land Transport Programme (RLTP).

This programme was aligned to the Regional Land Transport Strategy which was prepared separately. The programme is now contained within the Land Transport Plan. Environment Canterbury is responsible for preparing the Canterbury Plan programme.

The requirements for the RLTP are covered in Section 16 of the Act as follows:

Form and content of regional land transport plans

(1) A regional land transport plan must set out the region's land transport objectives, policies, and measures for at least 10 financial years from the start of the regional land transport plan.

(2) A regional land transport plan must include—

(a) a statement of transport priorities for the region for the 10 financial years from the start of the regional land transport plan; and

(b) a financial forecast of anticipated revenue and expenditure on activities for the 10 financial years from the start of the regional land transport plan; and

(c) all regionally significant expenditure on land transport activities to be funded from sources other than the national land transport fund during the 6 financial years from the start of the regional land transport plan; and

(d) an identification of those activities (if any) that have inter-regional significance.

(3) For the purpose of seeking payment from the national land transport fund, a regional land transport plan must contain, for the first 6 financial years to which the plan relates,—

(a) for regions other than Auckland, activities proposed by approved organisations in the region relating to local road maintenance, local road renewals, local road minor capital works, and existing public transport services; and

(b) in the case of Auckland, activities proposed by Auckland Transport; and

(c) the following activities that the regional transport committee decides to include in the regional land transport plan:

(i) activities proposed by approved organisations in the region or, in the case of Auckland, by the Auckland Council, other than those activities specified in paragraphs (a) and (b); and

(ii) activities relating to State highways in the region that are proposed by the Agency; and

(iii) activities, other than those relating to State highways, that the Agency may propose for the region and that the Agency wishes to see included in the regional land transport plan; and

(d) the order of priority of the significant activities that a regional transport committee includes in the regional land transport plan under paragraphs (a), (b), and (c); and

(e) an assessment of each activity prepared by the organisation that proposes the activity under paragraph (a), (b), or (c) that includes—

(i) the objective or policy to which the activity will contribute; and

(ii) an estimate of the total cost and the cost for each year; and

(iii) the expected duration of the activity; and

(iv) any proposed sources of funding other than the national land transport fund (including, but not limited to, tolls, funding from approved organisations, and contributions from other parties); and

(v) any other relevant information; and

(f) the measures that will be used to monitor the performance of the activities.

- (4) An organisation may only propose an activity for inclusion in the regional land transport plan if it or another organisation accepts financial responsibility for the activity.*
- (5) For the purpose of the inclusion of activities in a national land transport programme,—*
- (a) a regional land transport plan must be in the form and contain the detail that the Agency may prescribe in writing to regional transport committees; and*
 - (b) the assessment under subsection (3)(e) must be in a form and contain the detail required by the regional transport committee, taking account of any prescription made by the Agency under paragraph (a).*
- (6) A regional land transport plan must also include—*
- (a) an assessment of how the plan complies with section 14; and*
 - (b) an assessment of the relationship of Police activities to the regional land transport plan; and*
 - (c) a list of activities that have been approved under section 20 but are not yet completed; and*
 - (d) an explanation of the proposed action, if it is proposed that an activity be varied, suspended, or abandoned; and*
 - (e) a description of how monitoring will be undertaken to assess implementation of the regional land transport plan; and*
 - (f) a summary of the consultation carried out in the preparation of the regional land transport plan; and*
 - (g) a summary of the policy relating to significance adopted by the regional transport committee under section 106(2); and*
 - (h) any other relevant matters.*
- (7) For the purposes of this section, existing public transport services means the level of public transport services in place in the financial year before the commencement of the regional land transport plan, and any minor changes to those services*

Under the Act, the RTC is responsible for assessing and prioritising proposed transportation activities across the region in relation to both national and regional outcomes and funding priorities.

3.4.8 Local Government Act (LGA) 2002

Defines the purpose of Local Authorities as enabling local decision-making by and on behalf of the community, and allows Local Authorities the power of general competence.

The Local Government Amendment Act 2012 made significant changes to the Local Government Act 2002 in relation to:

- purpose of local government
- reorganisation options
- role and power of Mayors
- community outcome reporting

The 2012 amendments endeavoured to:

- change what development contributions can be used for.
- allow for objections to development contributions charges.
- encourage more collaboration and shared services between local authorities.
- make consultation requirements more flexible.
- provide for a new significance and engagement policy.
- enable more efficient and focused consultation on long-term plans and annual plans.

- remove unnecessary duplication between annual plans and long-term plans.
- introduce **new requirements for infrastructure strategies and asset management planning**.
- enable elected members to use technology to participate in Council meetings, rather than attending in person.
- require Councils to disclose information about their rating bases in long-term plans, annual plans and annual reports.
- require disclosure of risk management arrangements for physical assets in annual reports.

This included provisions that enable the Local Government Commission to:

- establish local boards (similar to those in Auckland) as part of new Unitary Authorities, and in existing Unitary Authorities.
- create Council Controlled Organisations and Joint Committees as part of a reorganisation scheme.

3.4.9 Local Government Act 1974

A significant part of the Local Government Act 1974 has been repealed, with specific sections still in force.

Part 21, Section 319 of this Act essentially empowers the Council to maintain its roads to the standard it sees fit.

3.4.10 Local Government Rating Act 2002

Provides Council with flexible powers to set, assess, and collect rates to fund Council activities while ensuring that rates are set in accordance with decisions that are made in a transparent and consultative manner. The Act provides for processes and information to enable ratepayers to identify and understand their liability for rates.

3.4.11 Resource Management Act (RMA) 1991

There have been numerous amendments to the Resource Management Act over the years:

- **2009**
 - streamlined and simplified the RMA
 - improved how Councils process resource consents
 - set up a system that allows nationally significant consent applications to be dealt with more quickly
- **2013**
 - improve the resource consent regime
 - set a time limit for consent processing
 - provided easier referral to the Environment Court
 - increased requirements for Councils to base their planning decisions on a robust and thorough evaluation of the benefits and costs
- **2017**
 - “the management of significant risks from natural hazards” is a new matter of national importance in section 6 of the Resource Management Act 1991 (RMA)
 - decision-makers are subject to new procedural principles under the RMA
 - Councils have new functions to ensure that there is sufficient residential and business development capacity to meet expected demand

- the explicit function for Councils to control hazardous substances is removed from the RMA
- a variety of changes are made to the scope and process for developing National Environmental Standards (NES) and National Policy Statements (NPS)
- regulations may prohibit or remove rules that duplicate or overlap with other legislation
- new National Planning Standards must be in place within 2 years of Royal Assent, to improve consistency of RMA plans and policy statements
- subdivision of land is permitted unless it contravenes a rule in a NES or District Plan

Basis for RMA reform

The reform is based on the findings of the comprehensive review of the resource management system which were released last year. The review was carried out by the independent Resource Management Review Panel led by Hon Tony Randerson, QC. It is the most significant, broad-ranging and inclusive review of the resource management system since the Resource Management Act 1991 (RMA) was enacted.

“The existing 100-plus RMA council planning documents will be reduced to about 14,” (Minister) Parker said.

The three proposed new pieces of legislation to replace the RMA are as follows.

Natural and Built Environments Act

This is the core piece of legislation to replace the RMA. The purpose of this Act is to enhance the quality of the environment to support the wellbeing of present and future generations.

This would be achieved by:

- promoting positive outcomes for both the natural and built environments
- ensuring that use, development and protection of resources only occur within prescribed environmental limits
- ensuring adverse effects of activities on the environment are avoided, remedied or mitigated.

Under the Act, central government’s proposed new National Planning Framework will provide a set of mandatory national policies and standards on specified aspects of the new system. These will include environmental natural limits, outcomes and targets.

Strategic Planning Act

This Act provides a strategic and long-term approach to how we plan for using land and the coastal marine area.

Long-term spatial strategies in each region would be developed to identify areas that:

- will be suitable for development
- need to be protected or improved
- will need new infrastructure and other social needs
- are vulnerable to climate change effects and natural hazards such as earthquakes.

The regional strategies would enable more efficient land and development markets to improve housing supply, affordability and choice, and climate change mitigation and adaptation.

The Strategic Planning Act will integrate functions under the RMA, Local Government Act 2002, Land Transport Management Act 2003 and the Climate Change Response Act 2002 to enable clearer and more efficient decision-making and investment.

Climate Change Adaptation Act

This Act would support New Zealand's response to the effects of climate change. It would address the complex legal and technical issues associated with managed retreat and funding and financing adaptation.

Objectives of RM reform

Together this suite of legislation will:

- protect and restore the environment and its capacity to provide for the wellbeing of present and future generations
- better enable development within natural environmental limits
- give proper recognition to the principles of Te Tiriti of Waitangi and provide greater recognition of te ao Māori including mātauranga Māori
- better prepare for adapting to climate change and risks from natural hazards, and better mitigate emissions contributing to climate change
- improve system efficiency and effectiveness, and reduce complexity while retaining appropriate local democratic input.

Reform process

- **May–September 2021:** An exposure draft of the Natural and Built Environment Bill will be agreed by Cabinet and then referred to a special select committee inquiry. The Strategic Planning Bill and Climate Change Adaptation Bill will be developed in a parallel process with the latter managed out of the Minister for Climate Change office.
- **December 2021:** The Natural and Built Environments Bill and the Strategic Planning Bill will be introduced to Parliament in late 2021. A standard select committee process will consider them. The Climate Change Adaptation Act will be developed in a similar timeframe.
- **December 2022:** It is intended that all three pieces of legislation are passed by the end of 2022.

3.4.12 Utilities Access Act 2010

The Act establishes a framework for the National Code of Practice to govern how corridor managers and utility operators coordinate their activities within transport corridors.

The purpose of the Code is to:

- Maximise the benefit to the Public while ensuring that all Utility Operators are treated fairly.
- Ensures that disruptions to Roads, Motorways, and railways caused by Work by Utility Operators are kept to a minimum, while maintaining safety.
- Provides a nationally consistent approach to managing access to Transport Corridors.

During 2012 Council Engineers investigated the Utilities Access Act 2010 and associated National Code of Practice for Utility Operators' Access to Transport Corridors to consider and document:

- Implications of the Code
- The context of the Selwyn District:
 - Overview
 - Roles
 - Systems
 - Business processes

- Implementation

This project identified actions necessary to implement the Code.

The Code is a mandatory requirement for all road and rail controlling authorities and utility network operators under the Utilities Access Act 2010, and came into effect on the 1st January 2012. The Code was reviewed in 2016.

The initial KPI data identified several issues including a lack of consistency, along with the fact that not all reporting entities had sent in their returns, meaning any comparisons were incomplete. The situation was made worse by the fact that only 1 year's results are available, with any real value stemming from analysis of changing trends over time.

3.4.13 Standards, Codes of Practice and Guidelines

National environmental standards, design standards (AS/NZS ISO), Codes of Practice and Guidelines provide technical direction. National Standards must be complied with under the direction of relevant legislation.

3.4.14 National Environmental Standards

National environmental standards are regulations issued under the RMA 1991 (RMA). They prescribe technical standards, methods and other requirements for environmental matters. Region and Local Councils must enforce these standards (or they can enforce stricter standards where the standard provides for this). In this way, national environmental standards ensure consistent minimum standards are maintained throughout all New Zealand's Regions and Districts.

3.4.15 AS/NZ Standards

Where possible, relevant AS/NZS standards are used as the basis for determining standards of design and construction. The Code for Subdivision and Development AS/NZS: 4404 is the principal document defining design requirements. New works within the urban areas are constructed in general accordance with NZS4404 Land Development and Subdivision Infrastructure which sets minimum standards.

A summary of key Asset Management standards and manuals are tabled below:

Table 3.2: Asset Management Standards & Manuals

Asset Management Standards
NAMS International Infrastructure Management Manual 2006
NAMS International Infrastructure Management Manual 2011
ISO 55000 International Standards for Asset Management 2014
PAS 55-1:2008 Asset Management (British Standards)
NAMS Developing Levels of Service and Performance Measures Guidelines 2007
NAMS Optimised Decision Making Guidelines 2004
NAMS Infrastructure Asset Valuation and Depreciation Guidelines 2006
NZWWA New Zealand Pipe Inspection Manual 2006
NZWWA The New Zealand Infrastructural Asset Grading Guidelines 1999

3.5 Regional and Greater Christchurch Strategies Plans and Business Cases

Canterbury Region and Greater Christchurch area strategies and plans are discussed in the following sections.

Canterbury Regional documents relate to the entire region and are typically developed under Environment Canterbury's direction.

The group of documents developed for the Greater Christchurch area prior to, or under the Greater Christchurch Urban Development Strategy (UDS), now called the Greater Christchurch Partnership also follow.

3.5.1 Canterbury Regional Council's Regional Policy Statement

The requirements of the Resource Management Act 1991 are implemented by ECan through the Resource Consent procedure and the Proposed Natural Resources Regional Plan.

The Canterbury Regional Policy Statement (CRPS) 2013 (Revised December 2013) gives an overview of the significant resource management issues facing the region, including issues of resource management significance to Ngāi Tahu.

The purpose of the CRPS is to set out objectives, policies and methods to resolve these resource management issues and to achieve the integrated management of the natural and physical resources of Canterbury.

There are specific policies related to infrastructure and recovery and rebuilding of Greater Christchurch.

3.5.2 Greater Christchurch Urban Development Strategy

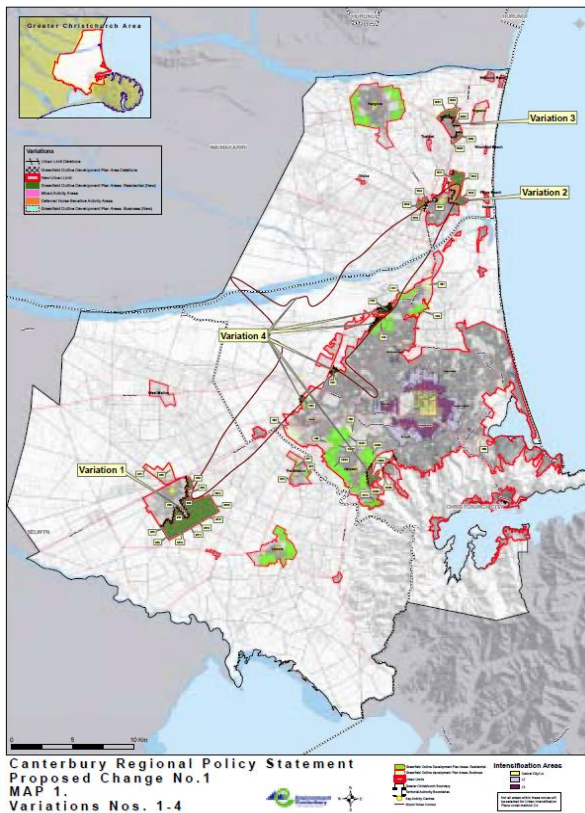


Figure 3.3: Canterbury Regional Policy Statement Proposed Change No.1

The Strategy provides the primary strategic direction for the Greater Christchurch area, including the location of future housing, development of social and retail activity centres, areas for new employment and integration with transport networks. It also establishes a basis for all organisations, not just the Strategy partners, and the community to work collaboratively to manage growth.

The Strategy was created through a three-year long consultation and development process initiated in 2004 due to rising concerns over the lack of collaborative planning and leadership to manage growth in the area in a sustainable way. Community consultation undertaken by the Strategy partners resulted in over 3,250 submissions on growth management options for the area.

The Greater Christchurch Urban Development Strategy (UDS) has had a significant influence on Council's planning and actions. The UDS area includes the Springs and Selwyn Central Wards of the District.

The Greater Christchurch Urban Development Strategy (the Strategy) is a bold and ambitious plan for managing urban development that protects water, enhances open spaces, improves transport links, creates more liveable centres and manages population growth in a sustainable way.

The Strategy vision is for a greater Christchurch for the residents of the area (living south of the Ashley River and north of the Selwyn River). The Strategy partners include Environment Canterbury, the Christchurch City Council, Selwyn and Waimakariri District Councils and the New Zealand Transport Agency.

Greater Christchurch Area priorities

The most pressing strategic transport issues needing partnership action in the short term.

- Port access
- Public transport operation and growth
- Western corridor, airport access and overall freight growth and opportunities
- Northern and south-west access, future growth and changing land use
- Central City linkages to other key places.



3.5.3 Regional Policy Statement Proposed Change 1 (Urban Development Strategy)

Proposed Change 1 was developed to address land use and urban growth management in Greater Christchurch until 2041. It introduced a new Chapter 12A (Development of Greater Christchurch) to the Regional Policy Statement which sets out the land use distribution, household densities for various areas and other key components for consolidated and integrated urban development. It also sets out which land is to remain rural for natural resource protection or other reasons.

Minister for Canterbury Earthquake Recovery, Hon Gerry Brownlee decided to revoke Proposed Change 1 to the Canterbury Regional Policy Statement. The decision was ancillary to the decision to insert the new Chapter 6 – Recovery and Rebuilding of Greater Christchurch into the Regional Policy Statement as a result of the approval of the Land Use Recovery Plan.

3.5.4 Land Use Recovery Plan

The Land Use Recovery Plan took effect on 6 December 2013. It is a statutory document, and directs Christchurch, Waimakariri and Selwyn District Councils along with Environment Canterbury to make changes to District Plan and Canterbury Regional Policy Statement. Some of these changes took effect immediately and others were to be developed by the relevant council within specified timeframes.

Action 18(i) to (vii) identified seven greenfield priority areas for future residential development.

Council has developed Outline Development Plans (ODPs) with associated text amendments through an extensive consultation process with landowners, affected parties and stakeholders. The ODPs have been developed in accordance with best practice urban design and subdivision criteria and will facilitate the provision of up to 4,500 additional residential sections in the District.

This does not include the additional sections that will be unlocked via the Special Housing Accord and the NPS-UC.

This is discussed in **Section 7 – Growth and Demand**.

3.5.5 Climate Change Report (ECan)

This report considers the effects of climate change on the environment, society and the economy of the Canterbury region. Predicted effects that are relevant to this activity include: changes to indigenous biodiversity and ecosystems; distribution shift of pest species (plants and animals); more extreme weather events; competition for scarce water resources; environmental deterioration effect on primary production with consequent implication for the District economy.

3.5.6 Canterbury Regional Land Transport Plan 2021-2031 (RLTP)

The Greater Christchurch area encompasses Christchurch City, Waimakariri and Selwyn District. The Canterbury Regional Land Transport Plan (RLTP) is a combination of the programmes developed by the road controlling authorities in Canterbury, and is created to reflect both the problems and needs of the districts within Canterbury and the outcomes set out in the GPS. The Canterbury RLTP sets out to guide future investment and planning in the land transport system, and outlines the current state, the challenges, and the priorities for future investment.

The plan sets out:

- the context in which the transport system operates,

- the vision and strategic objectives for the transport system,
- the priorities for investment – key areas where further investment is required in order to achieve the vision and objectives, and
- A prioritised regional programme of transport activities.

Problem statements are established in the Canterbury RLTP, and an investment logic map is used to show the benefits that are realised in addressing the problems, and how these problems and benefits align with the investment outcomes identified in the plan. The investment outcomes are prioritised in line with the GPS.

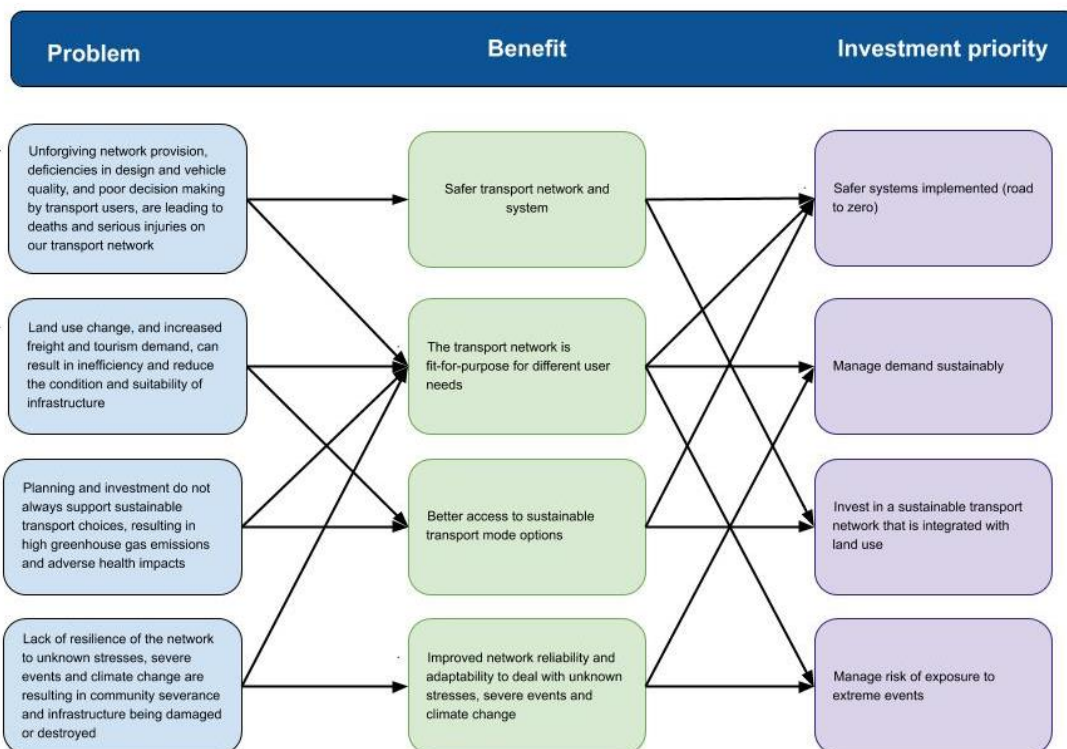


Figure 4: Canterbury RLTP ILM (Environment Canterbury)

N.B. The outcomes of these priorities may have been tweaked based on the latest NZTA Business Case work. Refer to **Section 7 – Growth and Demand** for more details.

3.5.7 Greater Christchurch Transport Statement

Developed as a collaboration project in 2012, this statement focusses on the commitment of the Greater Christchurch transport partners to work together.

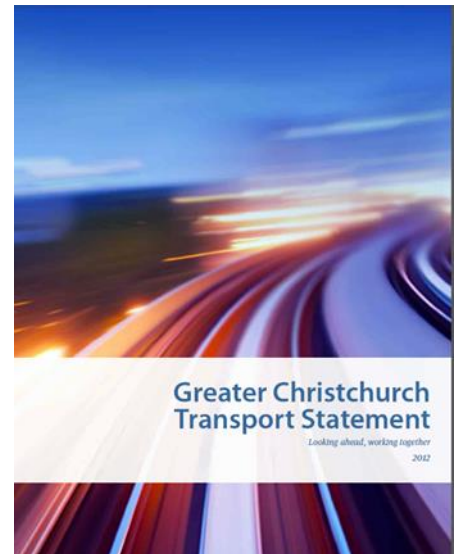
The Statement of Intent is:

The key transport providers are working together to deliver a seamless transport system over the greater Christchurch area that:

- *Supports earthquake recovery and the growth of Canterbury, and*
- *Connects people and places with a range of sustainable and affordable transport options.*

This will be achieved through:

- *Integrated decision-making on transport and land use, and*
- *Aligning our transport investments to get better value for money.*



3.5.8 Greater Christchurch Freight Study (GCFS)

The Greater Christchurch Freight Study was undertaken in 2014 in response to a number of Greater Christchurch Transport Statement (GCTS) actions and the Land Use Recovery Plan (LURP) Action 40.

The GCFS was led by NZTA in collaboration with CCC, WDC, SDC, and ECan. The study was supported by Lyttelton Port, KiwiRail and Christchurch International Airport Limited (CIAL).

The study was undertaken in three steps with sub-reports as follows:

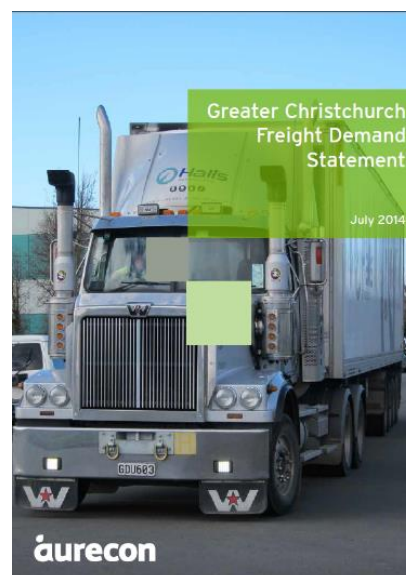
1. **The Freight Demand Statement** which assessed origins and destinations of demand; assessment of freight by commodities, freight hubs and generation points. This provided validation of the GCTS growth forecasts with the addition of a range of forecasts.
2. **The Freight Infrastructure Statement** assessed current infrastructure capacity, supply chain capability and identified constraints and opportunities for the future.
3. **The Freight Management Directions Statement** builds on the other two documents. It provides recommendations for further optimisation and improvements to the freight network and management practices.

The report recommendations have been considered and where appropriate incorporated into the Greater Christchurch Freight Action Plan agreed by Greater Christchurch Partners.

The action plan can be summarised into the following general areas:

- a. Improving capacity and efficiencies at the Lyttelton Port of Christchurch (LPC).
- b. Improving road corridor capacity between Rolleston and Lyttelton Port (including Brougham Street and Lyttelton Tunnel).
- c. Protecting freight corridors and land areas adjacent to freight activities.

- d. Developing an inland port(s) and adjacent freight precinct at Rolleston.
- e. Rail improvements through Christchurch and at LPC.
- f. Improved rail-yards and capacity.
- g. Grade separating rail and road at key locations (such as around Middleton).
- h. Optimising use of the existing networks by time of day and logistics management.
- i. Improving the High Productivity Motor Vehicle network.
- j. Improvement of north and west corridors.
- k. One Network Road Classification implementation.
- l. Increasing air-freight opportunities.
- m. Resilience across the network including re-opening of Sumner Road.



3.5.9 Metro Strategy (2010-16)

Update from draft Ecan Plan

3.5.10 Greater Christchurch Public Transport Joint Committee (2016)

At the end of 2015, a Joint Committee was formed consisting of the Greater Christchurch Partners and ECan. The rationale for forming the GCPTJC is to enable a more integrated approach to public transport decision making which should mean better services for customers and better use of public money.

The Joint Committee has been established to:

- Foster a collaborative approach between the Parties to achieve integrated decision-making.
- Provide clear and decisive leadership with respect to the provision of public transport services and infrastructure in Greater Christchurch.

The Parties in the Joint Committee includes:

- ECAN representation.
- CCC representation.
- WDC representation.
- SDC representation.
- NZTA representation (observer role).
- The committee is overseeing the “PT Futures” programme

3.5.11 Christchurch Rolleston and Environs Transportation Study – CRETS (2007)

The roading issues pertaining to growth between Christchurch, Rolleston and Lincoln were examined in the Christchurch Rolleston and Environs Transportation Study (CRETS).

The foundation study's goal was to identify a strategy to accommodate growth in the road network to south and south west of Christchurch, as it interacts with metropolitan Christchurch and the State Highway system, for the next 20 years.

The study partners comprised:

- Christchurch City Council (CCC)
- Christchurch International Airport Ltd (CIAL)
- Environment Canterbury (ECAN)
- Selwyn District Council (SDC)
- Transit NZ (NZTA)

The study commenced in 2002 and the Transport Strategy Final Report was published for in 2007. It should be noted this study predated the Canterbury earthquakes and the growth patterns since.

3.5.12 NZTA State Highway Business Cases (2017)

The Christchurch to Dunedin Corridor Management Plan describes the customer service delivery story for the Christchurch to Dunedin corridor as measured against the ONRC framework. This Report can be found in the Appendix.

3.5.13 Prebbleton Arterial Intersections Business Case (2015)



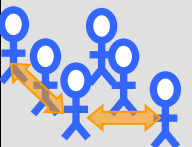
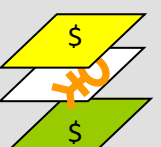



The Prebbleton Light Strategic Business Case was undertaken to support better transport outcomes in and around Prebbleton. This Report can be found in the Appendix.

3.6 Selwyn District Council Strategies, Plans, Policies and Bylaws

3.6.1 Sustainability Principles

In February 2008 Council adopted Seven Sustainability Principles to guide planning and management of infrastructure.

Figure 3.5: Selwyn District Council Seven Sustainability Principles

	<p>Principle 1: Make decisions based on the four aspects of well-being</p> <p>Integrate environmental, economic, social and cultural considerations within Council decision making. Consider both the short-term and long-term effects of the decision</p>
	<p>Principle 2: Observe the Precautionary Principle to provide contingency and enable adaptability of our community</p> <p>Err on the side of caution in the face of scientific uncertainty and a risk of serious or irreversible environmental damage</p>
	<p>Principle 3: Seek “intra-generational” and “inter-generational” equity</p> <p>Improve quality of life and create opportunity for all of the current generation, without compromising the quality of life and opportunity of future generations</p>
	<p>Principle 4: Internalise environmental and social costs</p> <p>Develop and adopt a system that recognises the true costs and benefits of protecting and restoring environmental/ecological, human, social and cultural resources affected as a result of the services that Council provides</p>
	<p>Principle 5: Foster community welfare</p> <p>Support and encourage the region to prosper socially and culturally. Our assets are not just our built assets but our people, their skills and the connections between them</p>
	<p>Principle 6: Act to halt the decline of our indigenous biodiversity and maintain and restore remaining ecosystems</p> <p>Conserve, and sustainably use and manage, the district's biodiversity, recognising the various services that ecosystems provide to humans as well as the environment's intrinsic value</p>
	<p>Principle 7: Consider, and promote the sustainability of our neighbouring communities and work with governing bodies for sustainable outcomes</p> <p>Recognise that we are part of a whole globe system whether we can physically see the impacts of our actions or not.</p>

3.6.2 District Wide Strategy (Future for Selwyn)

In 2014 Council adopted “Selwyn 2031” the District Development Strategy. This strategy has been in preparation since 2011.

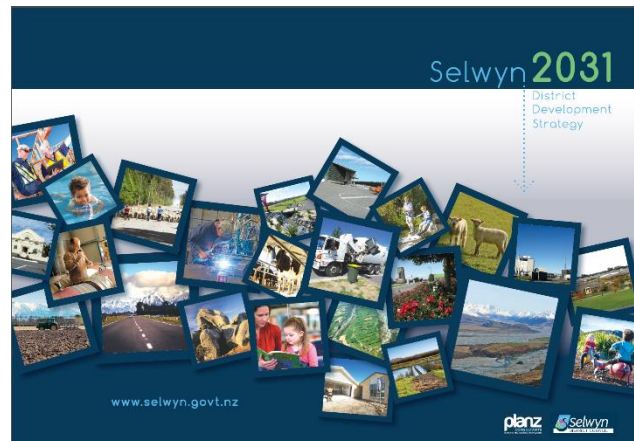
The Vision of “Selwyn 2031” is:

“To grow and consolidate Selwyn District as one of the most liveable, attractive and prosperous places in New Zealand for residents, businesses and visitors.”

To achieve this vision, Selwyn 2031 identifies the following five high-level Directions to guide Council’s future decision-making:

- *A more sustainable urban growth pattern*
- *A prosperous community*
- *A great place to live*
- *A strong and resilient community*
- *sustainably managing our rural and natural resources*

Key actions include the role of transportation, as detailed below.



KEY ACTIONS

Selwyn 2031 identifies an extensive list of actions to address a range of urban growth issues. The Strategy includes an implementation schedule for each set of actions. However the timing of each action will be prioritised and assessed through the Long Term Plan processes. Some of the key the outcomes anticipated by the actions are:

District-wide strategic planning

- The preparation of Area Plans for Malvern and Ellesmere and their environs;
- Facilitate sustainable urban growth through the implementation of a series of LURP actions within the metropolitan greater Christchurch area.

New strategic developments

- Cater for projected residential and business growth until at least 2031 through the development of over 900 hectares of land that has been rezoned and/or identified as a greenfield priority area within the Land Use Recovery Plan and District Plan.

Building our economic strengths

- Strengthen key economic activities by protecting the function of Rolleston, Lincoln, Darfield and Leeston as Key Activity Centres;
- Ensuring an appropriate scale and distribution of rural, retail and industrial activities;
- Facilitating development within existing or identified priority business areas within Rolleston and Lincoln;
- Safeguarding the continued operation of strategic infrastructure.

Integration of land use and infrastructure

- Achieve greater efficiencies in the provision of core infrastructure through a revision of the population projections in the Selwyn Growth Model and;
- Implementation of the township network approach;
- Continued preparation, monitoring and review of strategic urban growth plans.

Protection of our existing character

- Retain the district's sense of rural identity by adopting a consolidated approach to urban growth;
- Reinforce and enhance the character of each township by requiring outline development plans and the use of good urban design principles within new development areas.

Better transport links

- Improve transport safety, connectivity and funding efficiencies through the implementation of a 'one network' approach;
- Use of outline development plans for greenfield and intensification areas and other localised strategic initiatives.

Improved supply of housing types

- Provision of a range of housing types to meet the diverse range of social, cultural and economic needs of the community.

Enhancing our cultural connections

- Recognition of Te Taumutu Rūnanga as kaitiaki;
- Consideration of tāngata whenua values in the development of all strategic urban growth plans.

Strengthening our community's wellbeing

- Encourage appropriate levels of health, community and social services; opportunities for employment, heritage conservation and arts; and the provision of quality public space and community facilities and services within townships.

Higher quality living and business environments

- Achieve safe, functional and attractive living and business environments by requiring new development to occur in accordance with outline development plans, design guidelines and to give effect to higher level strategic planning documents.

Better monitoring

- Establish and implement systems to monitor the outcomes sought by Selwyn 2031, including the rate of uptake of residential and business land.

3.6.3 Walking & Cycling Strategy and Action Plan

The Draft Walking and Cycling Strategy seeks to achieve the vision of a “Selwyn where more people walk and cycle safely for transportation and enjoyment”. Once consultation is complete, the Strategy, Action Plan and Appendix can be found on Council’s website.

3.6.4 Road Safety Strategy & Action Plan

The Selwyn Road Safety Strategy to 2020 was developed in 2014 at a similar time to this plan.

The Strategy aligns with the Ministry of Transport’s Strategy (Safer Journeys) and is discussed further in Section 5 Road Safety. This strategy is discussed in Section 5 Road Safety and can be found on Council’s website.

3.6.5 Procurement Strategy

Developed in 2010 to meet the requirements of NZTA’s Procurement Manual, this Strategy details the approach to procurement across the Transportation, 5Waters, Community Services and Waste Management.

Procurement of services for the Transportation Activity is required to comply with the Strategy.

The Procurement Strategy was revised and endorsed in 2029.

3.6.6 Council’s Long Term Plan (LTP)

The LGA 2002 requires Territorial Authorities to prepare a LTP that sets out Council’s funding intentions over a ten-year period. The Act prescribes how Councils should prepare their plans and what should be included in the final document. Consultation with the community is a very important part of this process to ensure community feedback.

The LTP is reviewed by Council every three years and provides information on all Council activities, how these will be delivered, how much they will cost and how they will be paid for. Land Transport is considered to be a significant activity under the Local Government Act.

The first year of the LTP is also the Annual Plan for the first year of the ten year LTP period and as a result there is no separate Annual Plan process for that year.

3.6.7 Annual Plan

In accordance with the LGA 2002 Territorial Authorities in New Zealand must prepare and adopt an Annual Plan for each financial year. The Annual Plan must support the LTP in providing integrated decision-making and co-ordination of the resources of the Territorial Authority and contribute to accountability to the community.

The Annual Plan process provides an opportunity to adjust Council’s direction for the twelve months following. It also provides an opportunity for Council to highlight the key issues it faces and update the community on achievements and plans for the following year.

3.6.8 30 Year Infrastructure Strategy

Changes to the LGA 2002 in 2014 requires that a Territorial Authority must prepare and adopt, as part of its LTP an Infrastructure Strategy for a period of at least 30 consecutive financial years.

The task of building, operating and maintaining infrastructure assets in an affordable manner is becoming increasingly difficult in view of:

- Rapid growth
- Demographic changes.
- Environmental impacts.
- New technologies.
- Continually changing legislative environment (Central & Regional Government).
- Infrastructure resilience.
- Aging of infrastructure.

Council considered these impacts and developed a strategy to guide decision-making for the next 30 years. This report can be found in the Appendix.

3.6.9 Delivery of Services Review

Section 17A of the LGA (2014) requires that a Territorial Authority must review the cost-effectiveness of service delivery arrangements for meeting the needs of communities within its District or Region for good-quality local infrastructure, local public services, and performance of regulatory functions. While not separately audited or consulted on, the review is integral to demonstrating efficient, effective services that represent value for money.

Section 17A has a number of triggers that apply to the application of the Section:

- Significant change in service levels.
- Within two years of the completion of a relevant contract (before renewal of contract).
- At Councils discretion with a maximum time between reviews of six years.
- The first review is required within three years (clause 1A of new Schedule 1AA).

Exceptions for review are:

- Circumstances where the services cannot be reasonably altered within the two years.
- The local authority is satisfied that the potential benefits of undertaking the review do not justify the costs of undertaking the review.

The review:

1. Must consider options for
 - a. Governance
 - b. Funding
 - c. Delivery
2. Options for the responsibility for governance, funding and delivery is exercised by
 - a. The local authority
 - b. A Council controlled organisation of the local authority
 - c. A Council controlled organisation where the local authority is one of several shareholders
 - d. Another local authority
 - e. Another person or agency

3.6.10 Council's District Plan

Section 73 of the RMA (1991) requires Council to have at all times a District Plan for the District.

The District Plan sets out in a systematic way the manner in which Council intends to deal with its functions under the Act. In doing this, the District Plan specifies objectives, policies and methods in relation to resource management issues in the District to achieve the integrated and sustainable management of the District's resources.

The District Plan must reflect and provide for the principle resource management issues pertaining to the District. The District Plan identifies and discusses the issues that have been identified by Council and sets out objectives and policies in regard to those issues. The District Plan also specifies the environmental results anticipated to be achieved by the implementation of the objectives and policies.

To achieve the objectives and policies of the Plan, rules are included which prohibit, regulate or allow activities.

The Council has adopted the principle of zoning. This technique recognises that different areas of the District will have different resources, character and levels of amenity and the community will seek different environmental results for these areas.

Zoning provide opportunities for future development in keeping with the character and amenity sought of these different areas. Any particular activity must comply with the rules applicable to the zone in which it is situated, as well as general district rules covering a range of matters such as subdivision, heritage values and transportation.

The Selwyn District Plan was made partially operative on 10 June 2008 and there have been multiple plan changes and variations made. The changes are variations that have a specific application to transportation are listed below.

Plan Change 12 is the most significant in terms of transportation planning, and was entitled "A proposed Plan Change to provide for better urban form, a more sustainable land transport system and also to cater for future transport networks."

An objective of PC 12 was to align the District Plan with local, regional and national strategic planning documents that have been published or revised in relation to transport within the District.

Plan Change 7, which also takes account of the new strategic policy direction from an urban growth perspective, does create some overlap. Plan Change 7 also seeks to implement relevant District Plan provisions in respect to the Council's subdivision design guide for residential subdivision in the urban living zones.

Council is undertaking a District Plan review. The outcome will be a "second generation" District Plan that will be fit for purpose for a growing District.

Discuss District Plan review

3.6.11 Council's Engineering Design Standards for Subdivisions and Development

The role of Engineering Design Standards for Subdivision and Development has been strengthened through the plan changes discussed above.

The guidance provided now includes:

- Engineering Code of Practice (2012).
- Subdivision Design Guide (SDC, 2009) – A design guide for residential subdivision in the urban living zones.
- Medium Density Housing Design Guide (SDC, 2009) – A design guide for medium density housing.
- Good Solutions Guide Subdividing Large Rural Style Lots.
- Commercial Design Guide (SDC, 2011) – A design guide for commercial development.
- Subdivision Design Guide & Urban Design Action Plan.

The guidance while aimed at Developers can also be used as a basis for Council's own project works. Prior to the introduction of the plan changes and the development of the engineering standards, service and technical design details were contained in **Section 6: Levels of Service (LoS)** of the AMP.

Collation and analysis of the suite of Engineering Design Standards to ensure consistency across the range of former, current and proposed LoS and Standards is identified as an Improvement Plan item.

3.6.12 Master Plans and Structure Plans

Rolleston Town Centre Master Plan

In 2013, Council undertook consultation around the development of Rolleston as the 'hub of the district'. The consultation specifically included the Rolleston Town Centre and Foster Park.

Rolleston has a lot of potential. The town is growing quickly but there are a number of issues and challenges:

- *Rolleston doesn't have a main street or a town centre. This means that people tend to drive from one location to another. With no town centre it's also harder to create central public spaces which people will use.*
- *Rolleston Primary School, I-zone and the Council offices are key areas but are not well connected to the shopping area.*
- *The new Aquatic Centre, Foster Recreation Park, Clearview Primary and the new high school to the south of the town centre will become increasingly busy locations and there is the opportunity to create a well-connected recreation and education hub.*
- *Existing community facilities (Rolleston Library and the Rolleston Community Centre) and sports grounds are at capacity.*

(Source: Public Consultation on Draft Masterplan, September 2013)



The plan was adopted on April 2014. Key projects are integrated into this AMP.

Based on this feedback the vision for the centre is:

By 2031 Rolleston Town Centre (now called Waikirikiri Centre) will be a thriving destination at the heart of Rolleston where people will come to work, shop and play.

The centre will:

- Be locally distinctive.
- Be family and child-friendly.
- Include quality built form.
- Progress sustainability.
- Value open space.
- Be economically competitive.

Based on this vision the Masterplan introduces key 'projects' as follows:

1. Development of a two-sided retail 'high street' along Tennyson Street.
2. Reinforcing Tennyson Street as the key 'spine' route through the town centre from SH1 to the Foster Recreation Park.
3. Introducing a 'fine grain' built form by creating new streets to improve legibility and connectivity and a range of building sizes and forms.
4. Introducing a new multi-purpose library/ community/ technology centre and town square at the heart of the centre as a key attraction and landmark development.
5. Integration of the Reserve into the town centre as a high amenity park adjacent to the 'high street' and town square.

Lincoln Structure Plan

The Lincoln Structure Plan determines when, where and how the town of Lincoln will grow over the next three decades as its population climbs.

The Structure Plan indicates where new residential, commercial and industrial developments will go along with the supporting assets like roads, reserves and pipes.

The Structure Plan brings together a wide range of information from:

- Council files, maps and plans.
- Consultant research.
- Discussions, meetings and workshops with landowners, developers and residents.
- Submissions from all of the above.

The Structure Plan was adopted on 28th May 2008.

Council proposed to implement the Structure Plan by notifying Plan Change 7 to the District Plan. Additionally in 2015, Council has engaged the services of Abley Consultants to produce a Lincoln Town Centre Streetscape Report that looks at different design options for Gerald Street through Lincoln. This document can be found on Council's website.

Rolleston Structure Plan

The Rolleston Structure Plan was adopted by Council on 23 September 2009 following two years of work and consultation with the community, consultants, landowners, developers and Council staff.

The Structure Plan addresses four key issues:

- Town centre
- Land use
- Movement
- Infrastructure

Prebbleton Structure Plan

The Prebbleton Structure Plan was adopted by Council on the 24th February 2010. It provides a framework for guiding development over the next 30 years to achieve a high level of town planning and urban design.

The Structure Plan details what community services and infrastructure is required and the character elements that need to be protected to ensure that the village amenity is retained.

The Structure Plan is consistent with the Greater Urban Development Strategy and Proposed Change 1 to the Regional Policy Statement, and will guide plan changes, resource consents and reviews of the District Plan.

The further development and implementation of these plans will require commitment and collaboration from Planners and Activity Managers. This will occur over the course of successive Long Term Plans.

3.6.13 Activity Management Plans (AMP)

Activity Management has been described as applied common sense. This is because Council balances limited funding and competing priorities. The AMP helps staff/Council decide where and how to spend their limited funds to achieve the desired results.

Changes to the LGA 2002 further emphasised the need for activity management planning and the development of AMP.

AMP's are a key component of Council's planning process. They are prepared within the context and framework of the LTP, District Plan and Annual Plan.

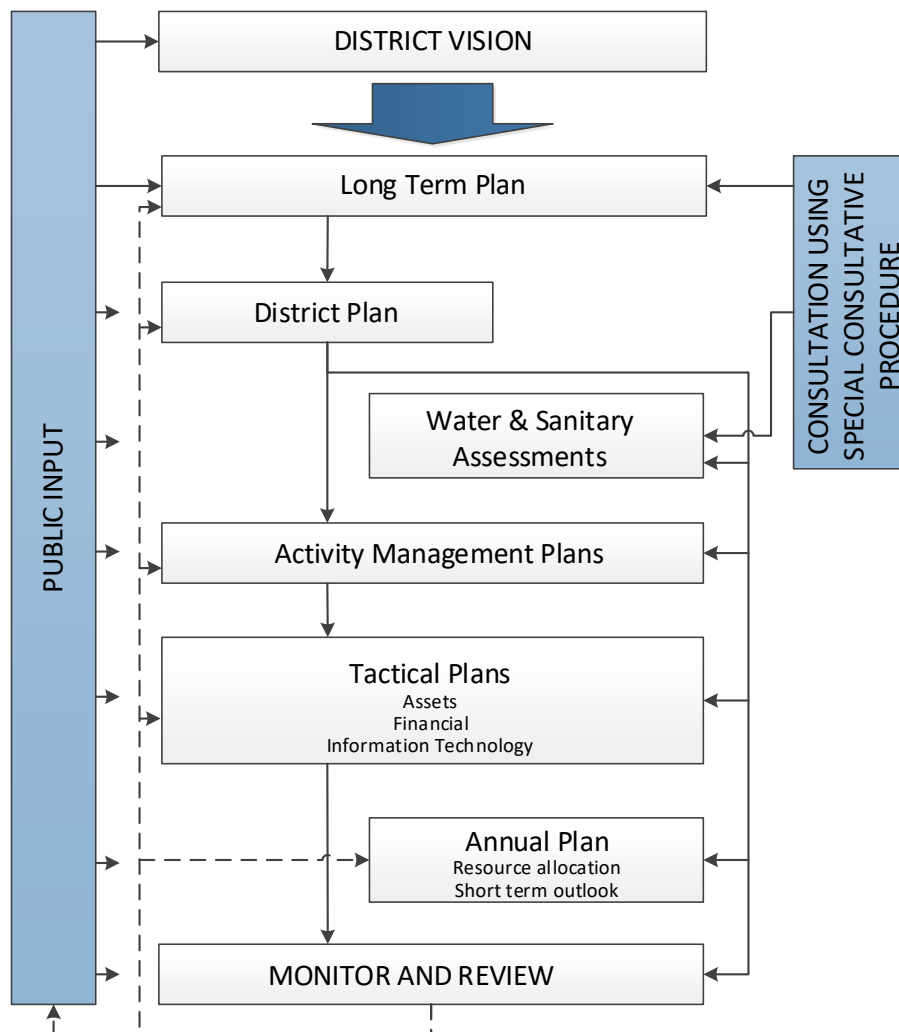
Figure 3.6: Corporate Links to AMPs depicts the links and information flows with the AMP, other corporate plans and public consultation.

As part of the LGA 2002 requirements (Schedule 10) the LTP must, for the next decade of the Plan, identify for each group of assets the costs for any additional asset capacity and the maintenance, renewal and replacement costs for the assets.

This statement of cost for the 10-year period includes accounting for asset depreciation in accordance with The New Zealand Equivalents to International Financial Reporting Standards, and the recording of all significant assumptions in preparing the financials.

This AMP will provide the basis for identifying service potential including any losses, and determining the long-term financial strategies for Council's roading assets.

Figure 3.6: Corporate Links to AMPs



This AMP is intended to be read in conjunction with the Long Term Plan (LTP) and fulfils requirements of the Local Government Act 2002 (and amendments) – Schedule 10, which states:

- 1) *The purpose of local government is—*
 - a. *to enable democratic local decision-making and action by, and on behalf of, communities; and*
 - b. *to meet the current and future needs of communities for good-quality local infrastructure, local public services, and performance of regulatory functions in a way that is most cost-effective for households and businesses.*
- 2) *In this Act, good-quality, in relation to local infrastructure, local public services, and performance of regulatory functions, means infrastructure, services, and performance that are—*
 - a. *efficient; and*
 - b. *effective; and*
 - c. *appropriate to present and anticipated future circumstances.*

In order to demonstrate that the delivery of services are efficient, effective and appropriate, Council has developed a suite of AMP's for its Core Infrastructural Services as part of this Long Term Plan process. These AMPs provide comprehensive account of the efficiency, effectiveness and appropriateness of Council's Core Infrastructural Assets, asset management practices and knowledge.

3.6.14 Council Policies

Over time Council has established a broad suite of policies. These state Council's position on specific issues and detail the management approach to be implemented by staff.

Policies differing levels of impact on the Transportation Activity; this is indicated under Impact Range (Broad ***, Moderate **, Limited *).

Table 3.3: Policy Impact on the Transportation Activity

Policy Group	Policy Name	Transportation Impacted Range
Archives and Records A1	Archiving Policy A101	*
Advertising A2	Political Signs A202 Signs On Footpaths A203 Advertising On Bus Shelters A205 Bus Shelter Rental Policy A206 Footpath Rental Policy A207	**
Bridges B1	Bridge Repairs/Enhancements B101	***
Building B2	Earthquake Prone Dangerous And Insanitary Buildings B201	*
Cemeteries C1	Assumption Of Ownership Of Private Cemeteries C102 Bishops Corner And Killinchy Cemeteries C103 Burial Depth C104 Record Of Burials C105 Interment Of Items With The Deceased C107	*
Community Awards / Funding C2	Long Service Award For Volunteer Fire Brigades C201 Long Service Awards For St Johns Ambulance C202 Special Fund For Historical Publications C203 Cultural And Recreational Special Fund C204 Arts Funding - Creative New Zealand C205 Selwyn District Educational Fund C206 The Selwyn District Achievement Awards C207 Cultural Support Fund C208	*
Consultation C3	Consultation Policy C301	**

Policy Group	Policy Name	Transportation Impacted Range
Council Activities C4	Advisory Committee Administration Grants C401 Anzac Day C40 Council Chambers - Other Than Council Use C403 Councillors" Requests C404 Councillors Support Equipment C407 Final Meeting Of Council Term C408 Meeting Date C410 Nuclear Weapons Free Zone C413 Ombudsman C414 Conference Attendance C415 Public Forums C416 Public Statements C417 Standing Orders C421 Sister City Visits C423	*
Council Property C5	Asset Sales C501 Land Sales C502 Sale Of Vehicles C503 Vehicle Replacement C504 Vandalism C505	**
Community Planning And Design C6	Crime Prevention Through Environmental Design C602	**
Dogs D1	Dog Control D100 Disposal To Dogwatch D102 Fees - Applications For Hardship D103 Discount And Time Payment Of Dog Fees D104 Prosecutions For Outstanding Fees D105 Refund Of Registration Fees D106 Release Of Impounded Dogs D107 Remission Of Penalties On Registration Fees D108 Dog Microchipping Service D109	*
Engineering E1	Civil Engineering Standards E101	***
Finance Policy F1 40	Future Capital Contributions F103 Appointment And Remuneration Of SiHL Directors F104	**
Gambling G1	Gambling Venue Policy G101	*
Graffiti G2	Graffiti Removal Policy G201	*
Housing H1	Allocation Of Rental Accommodation H101 Market Rentals H103 Staff Rentals H104 Payment Of Rentals By Staff H105 Tenancy Bonds H106	*
Insurances I1	Community Halls I101 Rural Fire Fighters Insurance I102	*
Land Bank L1	Strategic Purchase Of Land For Designated Purposes L101	**

Policy Group	Policy Name	Transportation Impacted Range
Leasing L2	Renewal Of Leases L202 Revocation Of Reserve Classifications L204 Security For Loan Advances L205 Termination Of Leases L206 Term Of Leases Or Licences L207 Leases And Licence Rental Reviews L208 Transfer Of Farming Leases Or Licences L209	*
Libraries L3 52	Membership And Fees L302	*
Liquor Licencing L4	Sale Of Liquor Licencing Policy L401	*
LTP - Statutorily Required Policies L5 (included in LTP)	Development Contributions L501 Significance L502 Partnerships With The Private Sector L503 Rates Remission L506 Lump Sum L507 Revenue And Financing L508 Capacity Of Maori Involvement In The Council Processes L509 Liability Management L510 Investment L511	***
Property Numbering & Naming Of Roads & Private Rights Of Ways N1	Property Numbering N101 Road Naming N102	***
Plantations P1	Sale Of Timber P101	*
Public Facilities P2	Public Hall And Recreation Centre Management Committees P201 Public Toilets P202 Public Toilets User Charge Policy P203	*
Rating R1	Debt Recovery R103 Remission Of Penalty If Rates Paid On 2nd Instalment R104 Interest On Separate Rate Accounts R107 Darfield Medical Centre R108 Non Rateability Of Halls And Reserves R109 Rates Remissions For Land With Recognised And Protected Natural, Historical Or Cultural Values R112 Water And Sewerage Loans R116 Royalty For Gravel Extractions R117 Rating For Utilities R118 Land Information Memorandum Additional Information R119 Environment Canterbury Rates Collection R120 Sewerage Rating Policy R122	**
Remuneration R2	Disclosure Of Income R204	*
Reserves On Council Land R3	Camping On Reserves R301 Fencing Of Reserves R303 Naming Of Parks And Reserves R304	*

Policy Group	Policy Name	Transportation Impacted Range
Roads R4	Standards And Guidelines For Construction And Maintenance Of Roads R401 Community Board To Be Advised Of Closures R402 Temporary Road Closures R403 Inland State Highway Route R404 Payment Of Rooding Development Contributions R406 Completion Date For Rooding Projects R409 Cost Of Cattle Stops R410 Parking Areas On Road Frontages At Schools R411 Directional Signs R412 Grading Of Roads R413 Ranking Of Seal Extensions R414 Provision Of Judder Bars R416 Mailbox Access R417 Stock Crossing Funding R419 Sealing Of Entranceways R421 Maintenance Of Boundary Roads R423 Road Stopping R424 Unsealed Road Contributions R425 Cellphone Antenna Mast/ Streetlight Pole Installation R426 Street Lighting - Discretionary R427 Street Lights In Rural Zones R428 Cost Of Lighting Of Dairy Cow Crossings R429 Road Name Signs Format R430 Seal Extension Policy R431	***
Resource Management R5	Processing Of Late Submissions And Further Submissions R501 Resource Consent Applications By Councillors R503	*
Sewerage S1	Township Sewage Treatment/ Effluent Disposal S101 Connecting Rural Properties To Rising Sewer Mains S102 Connecting City Ratepayers To Prebbleton Rising Main S103 Rear Lot Sewer Connections S104	*
Solid Waste S2	Waste Management Policy S201 Zero Waste Target S20	*
Subdivision S3	Subdivision Of Properties S301 Subdivision Plans S304	**
Trees On Council Land T2	Specimen Trees On Council Land T201 Allergy-Friendly Plant Selection For Council Administered Land T202 Removal Of Allergenic Plant Specimens From Council Administered Land T203	*
Townships T3 90	Allocation Of Funds For Township Reserve Development T301	*

Policy Group	Policy Name	Transportation Impacted Range
Water Races W1	Irrigation From Water Races W101 Water Race Ponds W102 Race Cleaning And Maintenance W103 Water Race Tailings W104 Spraying Of Council Water Races W105 Relocation Of Water Races W106 Closures Of Water Races W107 New Races Or Associated Structures W108 Exemptions From Paying Water Race Rates W109 Carry Out Work On Private Property W110 Subdivisions W111 Soakholes W112 Registration Of Complaints W113 Household Water Supplies W114 Credits For Unplanned Disruption Of The Water Race Supply W115 Repair Of Water Race Sinkholes W116 Planned Works Outage Management W117 Purposes Of Waterraces W118	*
Water Supplies W2	Connections To Darfield Water Supply W201 Edendale Water Supply W202 Out Of Area Water Supplies W203 Point Of Use Water Treatment Devices W204 Rakaia Gorge Toilets W206 Sheffield/Waddington Water Supply W207 Subdivisional Water Connections W208 Water Metering Pricing Policy W209 Council's Role In Community Water Supplies W210 Fire Fighting Standard Community Waterworks W211 Private Operator Utilisation Of Council Community Water Supplies/Schemes W212 Backflow Protection At Point Of Supply W213	*
Works Contributions W3	Land Drainage Contributions W302 Booking Of Capacity In Infrastructural System W304 Section 40 Public Works Act 1981 - Amalgamation Policy W305	**

It is Council policy that a review of the Policy Manual will be undertaken no later than 6 months following each triennial election.

Impact of Specific Policies

The impact of the policies that are focussed on Transportation issues are summarised in

Table 3.4 below:

Table 3.4: Impact of Transportation-focussed Policies Summarised

POLICY NAME/DESCRIPTION	SUMMARY
Bridges B1	
Bridge Repairs/Enhancements B101	Details the responsibilities and cost apportionment for repair and replacement of bridges
Engineering E1	
Civil Engineering Standards E101	Review and appropriateness of standards
Culvert Use E102	Water pipes may be permitted through culverts
Property Numbering & Naming Of Roads & Private Rights Of Ways N1	
Property Numbering N101	Rules and guidelines for numbering of rural and urban properties
Road Naming N102	Rules and guidelines for naming of rural and urban roads
Roads R4	
Standards And Guidelines For Construction And Maintenance Of Roads R401	Adoption of "NZTA" and Austroads guidelines, standards, specifications and rules
Community Board To Be Advised Of Closures R402	Self-explanatory
Temporary Road Closures R403	Processes for temporary road closures
Inland State Highway Route R404	Re-establishment supported by Council
Payment Of Roding Development Contributions R406	By 28 February to be included in the next financial years' work programme
Completion Date For Roding Projects R409	Construction season normally 30 October to 30 April
Cost Of Cattle Stops R410	Details the responsibilities and cost apportionment for construction, repair and replacement of cattle stops
Parking Areas On Road Frontages At Schools R411	Safe management of drop off and pick up zones
Directional Signs R412	MOTSAM generally followed, different situations explained further
Grading Of Roads R413	The Council's policy for grading of roads approved for maintenance is to maintain the surface in a safe and roadworthy condition as defined by the maintenance specifications. Note – the contractor shall determine the frequency of grading necessary to meet the required conditions.
Ranking Of Seal Extensions R414	Details ranking process based on BCR and the number of occupied dwellings per 100m. <i>(Note – this should be revoked and replaced in entirety by R 431)</i>
Provision Of Judder Bars R416	Judder bars are not to be installed on gravel roads
Mailbox Access R417	Access to mailboxes not SDC responsibility
Stock Crossing Funding R419	Details the cost apportionment for the construction of underpasses
Sealing Of Entranceways R421	Details the maintenance of sealed and unsealed entranceways
Maintenance Of Boundary Roads R423	Details the agreement between Christchurch City Council and SDC
Road Stopping R424	Process for road stopping

POLICY NAME/DESCRIPTION	SUMMARY
Unsealed Road Contributions R425	Links with R414
Cellphone Antenna Mast/ Streetlight Pole Installation R426	Criteria for approval
Street Lighting - Discretionary R427	Criteria for discretionary lights
Street Lights In Rural Zones R428	Required at intersections as part of subdivision consent approval
Cost Of Lighting Of Dairy Cow Crossings R429	Details the cost apportionment for lighting of dairy crossings
Road Name Signs Format R430	Self-explanatory
Seal Extension Policy R431	Self-explanatory

3.6.15 Council Bylaws

Section 155 of the LGA 2002 requires every Local Authority, before making a bylaw, to determine whether a bylaw is the most appropriate way of addressing the perceived problem. That Act also requires all bylaws to be reviewed by 30 June 2008. This has occurred.

The process and timing of bylaw reviews are managed by the Council's Policy Section. When reviewing each bylaw consideration is given as to whether:

- A bylaw is the most appropriate way of addressing the particular problem or issue;
- The bylaw is in the most appropriate form, and;
- The bylaw has implications under the New Zealand Bill of Rights Act 1990.

The following table lists the bylaws enacted by SDC and their impact on transportation:
Different bylaws has differing levels of impact on the Transportation activity; this is indicated under Impact Range (Broad ***, Moderate **, Limited *).

Bylaw Group	Bylaw Name	Impacted Range
Animal Related Bylaws	Dog Control Bylaw 2012 Stock Droving Bylaw 2008	***
Cemetery Bylaw	Cemetery Bylaw 2011	*
Fire Bylaw	Rural Fire Bylaw 2009	*
General Bylaw	General Bylaw 2009	**
Parks and Reserves Bylaw	Parks and Reserves Bylaw 2009	*
Transportation Bylaws	Christchurch to Little River Railtrail: Prebbleton to Lincoln Bylaw 2007 Speed Limits Bylaw 2006 & register Traffic and Parking Bylaw 2009	***
Utility Bylaws	Water Race Bylaw 2008 Water Supply Bylaw 2008 Wastewater Drainage Bylaw 2009 Trade Waste Bylaw 2009	*
Waste Management (Refuse) Bylaw	Waste Management and Minimisation Bylaw 2012	*

Impact of Specific Bylaws

The impact of the Bylaws that are focussed on transportation issues is summarised below.

Table 3.5: Impact of Transportation-Focussed Bylaws Summarised

Animal Related Bylaws	
Stock Droving Bylaw 2008	The Bylaw sets out the rights and obligations of people droving stock on roads within the District, promotes best droving practices and promotes the safety of stock drovers, animals and other road users.
Transportation Bylaws	
Christchurch to Little River Railtrail: Prebbleton to Lincoln Bylaw 2007	The objective is to preserve the Railtrail as a recreational shared use path by maintaining public safety and protecting the public from nuisance when using the Railtrail.
Speed Limits Bylaw 2006 and register	Details speed limits on the District's managed roads including register and maps.
Traffic and Parking Bylaw 2009	Defines rules and limitations on parking, traffic movement, events, obstructions on roads, excavation of roads and vehicle crossings on District managed roads.
Selwyn Speed Limit Register 2015	Council has designated all roads within the Urban Traffic Area as having a speed limit of 50km/hr unless otherwise noted (NZTA roads are not included in the register)

3.6.16 Council's Mission Statement

The Council's Mission Statement is:

"To achieve excellence in the management of resources and the provision of services for the People of Selwyn District"

3.6.17 Council's Statement on Quality of Service

The emphasis on quality and service shall be, at all times, the focus of the Council activities.

The Council will maintain and strive to improve the quality of services that are provided.

It will continue to provide services that meet the needs of its 'customers' and exceed their expectations in the process.

To achieve success, the Council will demonstrate innovation in providing solutions to meet those needs and expectations into the future while operating in a cost-effective and business-like manner.

3.6.18 The Council's Statement of Values

In fulfilling its statutory and community obligations, the Council will operate according to the following values. Asset management and service delivery, as core functions of the Council, are therefore consistent with the following Values:

Leadership

The Council will guide, inform and seek community involvement in policy decisions in accordance with the principles of community governance.

Community Service

The Council will provide quality services in a prompt, helpful and friendly manner, minimising the cost through innovative management and best utilisation of resources.

Commercial

The Council's service charges will be based on the benefits of those services to the recipients after considering the equity, efficiency and transparency of those services.

Environment and Biodiversity

The Council will encourage and, where appropriate, carry out or enforce measures to sustain and enhance the district's biophysical environment, including its biological diversity.

Health and Safety

The Council will encourage and, where appropriate, carry out or enforce measures to sustain and enhance public health and safety.

Economic Development

The Council will encourage and, where appropriate, facilitate sustainable economic development.

Cultural Diversity

The Council will have due regard for the diversity of cultural perspectives within the District.

Treaty of Waitangi

The Council will have due regard for the principles of the Treaty of Waitangi.

Staff

As a good employer, The Council will continue to attract, retain and develop skilled staff.

3.7 Issues

In interaction between Council's activity management and the combination of national, regional and greater Christchurch documents requires on-going monitoring.

Further changes Central Government priorities are expected along with a refocusing in the Greater Christchurch area as earthquake recovery progresses. This improvement plan will be updated as required and is a living document.

Improvement Plan items

IP 3.1, 3.2, 3.3, 3.6, 3.9 and 3.10 are now complete (see section 12.2.2)

IP 3.4 Implementing the District Wide Strategy will require some resources and may involve some specific studies. – *As required.*

IP 3.5 Collation and analysis of the suite of Engineering Design Standards to ensure consistency across the range of former, current and proposed levels of service and standards is identified as an Improvement Plan item – *Development Engineer to action. Transport Asset Planner to assist.*

IP 3.8 Undertake delivery of service review (LGA s17A) prior to next maintenance contract.

IP 3.9 Update Procurement Strategy (associate timing with delivery of services review and next maintenance contract) – *Currently happening.*

IP3.11 Ensure Policies are consistent (e.g. R414 should be revoked and replaced in entirety by R 431)